

E. P. TAYLOR
Steamers
Lighters and Steam Launches
Supplied.
1. LOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 4019. 日九月七十八十二年光

FRIDAY, AUGUST 22, 1902.

五拜禮

號二廿月八英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000

CAPITAL UNCALLED 6,000,000

RESERVE FUND 8,700,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KORE.

NACASAKI. LONDON.

LYONS. NEW YORK.

SAN FRANCISCO. HONOLULU.

BOMBAY. SHANGHAI.

TIENTSIN. NEWCHWANG.

PEKING.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LTD.

PARKS' BANK, LTD.

THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:

On Current Account at the rate of a per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

" TARO" HODSUMI,

Manager.

Hongkong, 27th March, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND—

Sterling Reserve \$10,000,000

Silver Reserve \$4,750,000

RESERVE LIABILITY OF PROPRTORS \$10,000,000

COURT OF DIRECTORS:

Hon. R. SHEWAN, Chairman.

A. HAUPT, Esq., Deputy Chairman.

Hon. C. W. DICKSON. H. SCHUBART, Esq.

E. GOETZ, Esq. N. A. SIEBS, Esq.

G. H. MEDHURST, Esq. H. W. SLADE, Esq.

D. M. MOSES, Esq. H. E. TOMKINS, Esq.

A. J. RAYMOND, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVINS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of a per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/2 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 16th August, 1902. [13]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000

Paid up Capital \$324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

CHAN KIT SHAN, Esq. C. EWENS, Esq.

CHOW TUNG SHANG, Esq. JULIUS FOCKE, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%.

Hongkong, 3rd May, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. SCHOTTLAENDER,

Manager.

Hongkong, 15th April, 1902. [16]

**HONGKONG
HOTEL.**

Military band during dinner on Saturday Nights.

Hongkong, 15th November, 1902. [16]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(to)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

LONDON, &c. Chusan* C. L. Daniel Noon, 30th August. Freight or Passage.

SHANGHAI Bengal A. L. Valentini About 30th August. Freight or Passage.

M'SEILLES and Bance E. P. Martin, R.N.R. Noon, 5th Sept. ... Freight only.

LONDON } Bance E. P. Martin, R.N.R. Noon, 5th Sept. ... Freight only.

(See Special Advertisement).

174 SHANGHAI, MOJI and KORE. (Passing through the Inland Sea).

For further particulars, apply to

E. A. HEWEIT, Superintendent.

Hongkong, 22nd August, 1902. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKALINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZEE, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.

N.B. Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

(PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
KONIG ALBERT.	THURSDAY, 4th September.
PRINZESS IRENE.	THURSDAY, 18th September.
PRINZ-REGENT LUFTTOLD.	WEDNESDAY, 1st October.
PREUSSEN.	WEDNESDAY, 15th October.
HAMBURG.	WEDNESDAY, 29th October.
SACHSEN.	WEDNESDAY, 12th November.
GERA.	WEDNESDAY, 26th November.
KIAUTSCHOV.	WEDNESDAY, 10th December.
BAYERN.	WEDNESDAY, 24th December.
KONIG ALBERT.	WEDNESDAY, 7th January, 1903.
PRINZESS IRENE.	WEDNESDAY, 21st January, 1903.
DARMSTADT.	WEDNESDAY, 4th February, 1903.
PREUSSEN.	WEDNESDAY, 18th February, 1903.
HAMBURG.	WEDNESDAY, 4th March, 1903.

* Steamers of the Hamburg-American Line.

Hongkong, 1st January, 1902. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000

RESERVE LIABILITY OF SHARE-

HOLDERS \$800,000

RESERVE FUND \$60,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fire Deposits for 12 months... 4 per cent.

" " 6 " 3 "

" " 3 " 3 "

" T. P. COCHRANE,

Acting Manager.

Hongkong, 2nd June, 1902. [11]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept Fire

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSSON & Co.

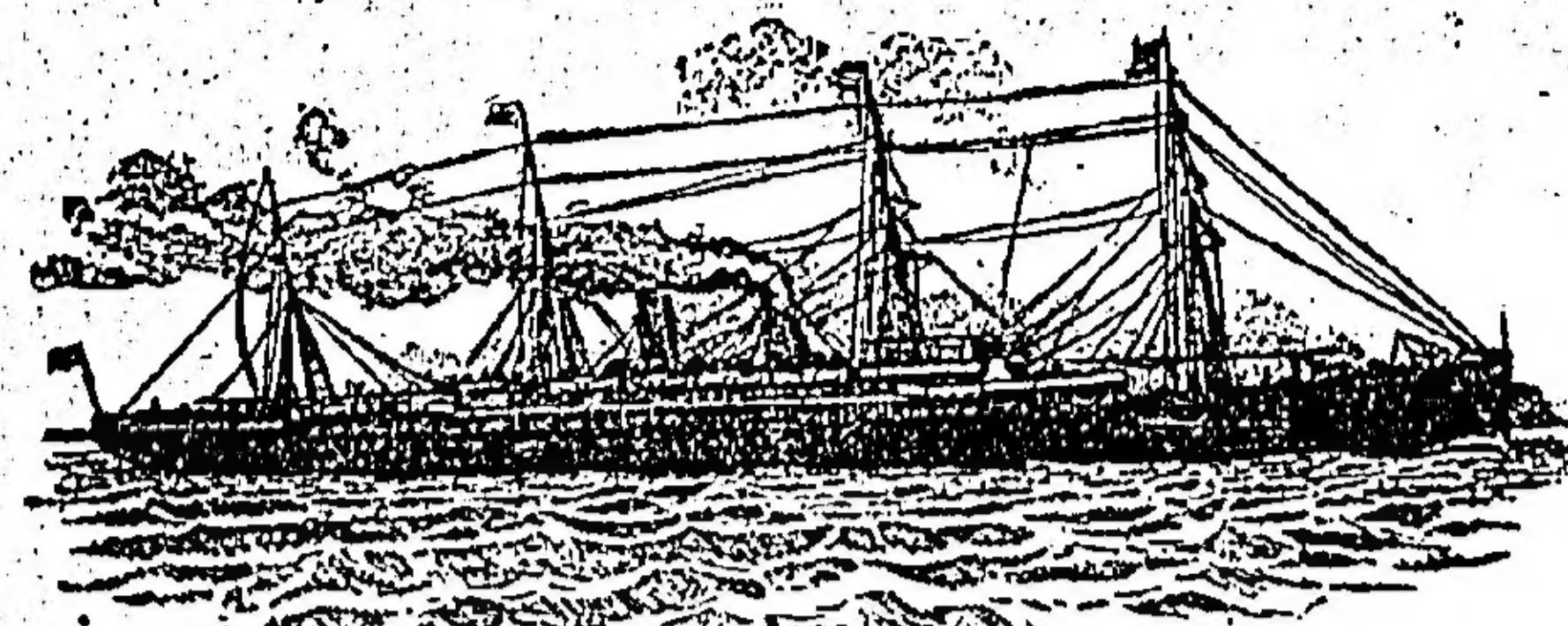
Hongkong, 28th May, 1895. [25]

CHS. J. GAUPP & CO.,

</div

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU"	SATURDAY, 30th August, at Noon.
"PERU"	TUESDAY, 6th September, at Noon.
"COPTIC"	TUESDAY, 16th September, at Noon.
"AMERICA MARU"	WEDNESDAY, 24th Sept., at Noon.
"CITY OF PEKING"	WEDNESDAY, 1st October, at Noon
"GAELIC"	FRIDAY, 10th October, at Noon.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY or payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Homelands or beyond; within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

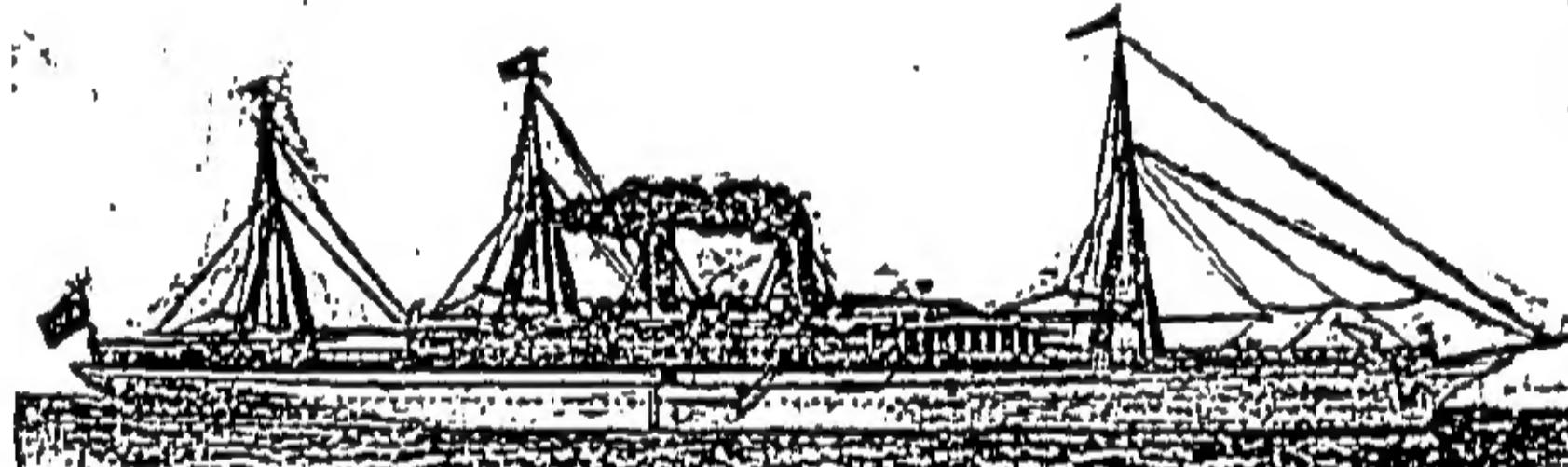
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 22nd August, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1902

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPIRE OF INDIA	Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.
" TARTAR	Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept.
" EMPIRE OF JAPAN	Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept.
" ATHENIAN	Comdr. H. Mowatt WEDNESDAY, 8th Oct.
" EMPIRE OF CHINA	Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd Oct.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second none in the World), the LUXURIA OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 6th August, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRAUDTDAMPFERDIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
C. FERD. LAEISZ	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	28th Aug.	Freight.
KONGSBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	10th Sept.	Freight and Passengers.
BAMBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	24th Sept.	Freight.
FREIBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	8th Oct.	Freight.
SILVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	22nd Oct.	Freight.
Behrens	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG Office,
No. 1, Queen's Building.

Hongkong, 8th August, 1902.

Intimations.

THE HONGKONG AND KOWLOON
WHARF AND GODOWN CO.,
LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the Rate of 4 per cent. (Two Dollars per Share), for the Six Months ending 30th June, 1902, will be PAID to those Persons who are Registered as Shareholders in the above Company on the 30th August, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 30th instant, both Days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 21st August, 1902. [877d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ended 30th June last at the Rate of ONE POUND and TEN SHILLINGS Sterling per Share of \$125 is PAYABLE on and after MONDAY, the 18th August current at the OFFICES of the Corporation, where Shareholders are registered to apply for Warrants.

By Order of the Court of Directors.

J. R. M. SMITH,
Chief Manager.

Hongkong, 16th August, 1902. [856d]

HONGKONG HOTEL CO., LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL on WEDNESDAY, the 27th August, 1902, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1902, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, both Days inclusive.

By Order of the Board.

C. MOONEV,
Secretary.

Hongkong, 16th August, 1902. [855d]

STRAYED.

A WHITE BULL TERRIER DOG, with a brown spot on left ear; wearing collar and name plate, with the name of J. Ross, R.R.W., theron. Answers to the name of "GINGER." A reward will be paid to anyone bringing same to

Sgt. GERRARD,
Govt. House.

Hongkong, 21st August, 1902. [875d]

WANTED.

A RESPECTABLE and TRUSTWORTHY EUROPEAN as Assistant Foreman of a Brick Yard. One with some previous knowledge of Brick making or Engineering preferred.

Apply by Letter to

"R.",
C/o This Paper.

Hongkong, 19th August, 1902. [867d]

TO BE PUBLISHED ABOUT WEDNESDAY,
20TH AUGUST.

THE TERRITORY OF
WEI-HAI-WEI:

A DESCRIPTIVE GUIDE and HANDBOOK
TO THE TERRITORY OF WEI-HAI-WEI,
WITH MAPS AND
ILLUSTRATIONS,
&c., &c., &c.

BY C. E. BRUCE-MITFORD.

AMONG other features of interest the book will contain the Text of the Convention, Climatic Statistics, a Historical Sketch of the Chino-Japanese War in its relation to Wei-hai-wei, and a specially contributed survey of the career of the 1st Chinese Regiment. Orders should be placed with the publishers.

PRICK:—
KELLY & WALSH, LTD,
Shanghai, Hongkong, Singapore and
Yokohama.

Hongkong, 16th August, 1902. [858d]

EUROPEAN BAKERY CO.

142, PRAYA EAST, HONGKONG;

35, ELGIN ROAD, KOWLOON.

THE EUROPEAN BAKERY COMPANY respectfully inform the public that they are now preparing to supply all kinds of Bread, Cakes, Fancy Biscuits, &c., to their customers both in Hongkong and Kowloon. Our Bread is made of German yeast and best flour, and is the best Bread that has ever been made in this Colony. Its beautiful taste and smell has no equal.

The work is under European supervision, and people can be insured to have wholesome and well baked Bread as they had at home. All our Bread will be stamped (EBC) Sample free on application to the above address.

PRICE:—Seven Cents per Pound.

Hongkong, 20th August, 1902. [871d]

HONGKONG SUBSCRIPTION
LIBRARY.

18, Bank Buildings, Wyndham Street.

FOUNDED in 1891, by DR. CANTLIE,

and conducted for several years by

H.E. POLLOCK, Esq., K.C.

TRUSTEES:

HON. J. H. STEWART LOCKHART, C.M.G.,

G. B. DODWELL, Esq.,

R. SHEWAN, Esq.

SUBSCRIPTIONS:—Payable in Advance.

\$7.50 Per Half Year.

\$1.40 Per Month.

The Library contains, in addition to Fiction;

a number of Standard Works on Biography,

History, Travels, &c., and Works of Reference,

and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to

CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
Ordnance Office.

Hongkong, 28th December, 1901. [1413c]

DROZ & CO.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALTIES:

LEVER WATCH & CHRONOGRAPHS</

A BOXER REVOLT.

It is among the wonders of the modern world that all nations feel the harm to one. Formerly, before commercial connections had joined many countries in common interest, revolution, riots, changes of dynasty and overthrow of government in one country made no impression upon any other. Now all this has changed, and such disturbances concern those most distant from their scene.

This is especially true of China. When the Boxer revolution of two years ago was overcome, and the Western nations succeeded in withdrawing their military occupation without the partition of that troubled empire, there was

A FEELING OF RELIEF in the conviction that a war between themselves had been averted by abstention from territorial acquisition. Russia has lingered in Manchuria, but especially disclaims any intention of permanent occupancy.

The situation, however, is disturbed by

A REAPPEARANCE OF BOXER INFLUENCE among the Chinese and symptoms of another revolt against the Imperial Government. If the powerful Prince Fuan join forces with the revolutionists the peril to Western interests will probably compel the return of the Occidental armies to China, and then the partition of that empire will no doubt follow. The immense and unjust indemnity forced out of her by the powers cannot be increased by another money obligation, for her resources will not support it. This will make partition, with all its perils, imperative.

If another revolution follow the symptoms which are now apparent it will likely be found that Russia has inspired it, in view of final partition of the country. As she is already in Manchuria, her position will enable her to hold on to that best part of the empire and make it permanent Russian territory. Her dominion will then be continuous from the Amur to the Amur, and the Amur to the Yellow Sea.

ANOTHER REVOLUTION IN CHINA, involving such consequences, may well be lamented by the people of the Western nations. It will distract their Governments from the policies which make for material betterment. Whatever benefit may finally come to the world from Western occupation of China will be far in the future that the present generation will get none of it.—S. F. Call.

THE MOST COSTLY STEAMER.

The sum of £1,235,000 (says the *Daily Commercial News*), for which the directors of the North German Lloyd are arranging policies of insurance on their new steamer the *Kaiser Wilhelm II*, when she is ready for sea, not only indicates that she will be the most valuable merchant steamer afloat, but it affords a good measure of the rapidity with which the value of the largest merchant steamers has increased in recent years. Half-a-century ago, in 1852, a Liverpool paper recorded with admiration the estimate that the whole fleet of the Cunard line as it was might be valued at £936,760, and in those days that fleet consisted of nine steamers, the finest of their kind then in existence, which performed the Atlantic mail service, and six smaller boats which performed the subsidiary service. Fifty years later the estimated value of the most costly steamer in the world exceeds by £300,000 the whole value put upon the fifteen vessels of what was then regarded as about the finest fleet of merchant steamers in the world. The most rapid increase in the value of merchant steamers took place since 1887, the year in which the contest in tonnage and in ocean speed began between the Atlantic liners by the building of the *Savoy* and the *City of Rome*. These two steamers were regarded as marvels of costliness though they were certainly not worth more than £150,000 when they left the hand of their builders. But that figure was soon left behind, and now, if shipowners wish to win the blue ribbon of the Atlantic back from the Germans, they must be prepared to spend a million more than the most costly steamer afloat was worth twenty years ago. That will always help to make the competitors for the somewhat barren honour of being for a short time the owners of the swiftest steamers in the world a very select number.

NOT AFRAID OF AMERICA.

Our British and colonial exchanges do not betray any evidence that Pierpont Morgan has given them much alarm. It is common to have the more enthusiastic of our countrymen bewailing the fate of Great Britain, and to assume that she will soon be out of the carrying trade. It will well be for such people to take on a little ballast, lest they soar beyond the attraction of the earth and become wanderers in interstellar space.—Maritime World.

UNDER FALSE COLOURS.

The English retailer is chary in his offerings, says a U. S. journal, and many lines of goods are now sold without comment which one or two years ago were advertised as of "American make" or "American style." The Diamond Match Company parades its goods under the old English name of Bryant & May; the American tobacco trust calls itself the English Tobacco Company and advertises its goods as made in England by British workmen; the proprietary medicines which were first introduced as American discoveries now blot from their advertisements anything that might identify them as importations from the United States. With every internal ailment, from the apparent effects of the South African war to the idleness of labor in certain localities, attributed to American competition, the prevailing prejudice can be understood.

GIRAUT & CO. FOR SUMMER UNDERWEAR.

CHINA APPEALS TO UNITED STATES.

WANTS TO PAY INDEMNITY IN SILVER INSTEAD OF GOLD.

Having practically adjusted the question connected with the surrender to the Chinese of the control of the city of Tientsin, this Government, the *S. F. Chronicle* states, has been asked to interest itself in the settlement of the grave difficulties growing out of the insistence of some of the powers upon payment of their share of the war indemnity in gold instead of silver. The Chinese Government is greatly disturbed over this. Minister Wu came early to the State Department to-day and had a long interview with Secretary Hay in the course of which he presented a cablegram from the two leading members of the Chinese Court, who are primarily in charge of the negotiations. The message brings out for the first time the fact that it is now a question of method rather than disposition that divides the powers, and that all seem ready to do what they can to make it possible for China to carry out her heavy obligations.

The cablegram, which is from Viceroy Liu Kun Yi and Chang Tung, is as follows:—

"According to reports of conferences held by the foreign Ministers at Peking on the indemnity question, the United States is willing to accept silver, Great Britain is willing to accept silver in accordance with the plan of amortization up to 1910 and Russia and France propose the collection of import duties in gold. It is also known that Japan has not taken any decided position. The revenues of China amount annually to 80,000,000 taels, 50,000,000 taels of which is set aside for the payment of the annual debt. How can the remaining 30,000,000 taels be made to satisfy the administrative requirements of twenty-two provinces?"

"Attempts to raise revenues from new sources on the part of the provincial authorities have in many cases created local disturbances. In case heavier taxes be imposed an uprising of the people will be the natural result. Since the various payments admit of no delay on the dates on which they severally fall due, money has to be taken from other funds in order to meet the pressing demand. It has already appeared to be beyond China's ability to make the payments even in silver in accordance with the treaty.

The foreign powers know full well the financial resources of China.—When the indemnity question first came up for discussion the total amount was repeatedly reduced. Now the willingness on the part of the United States, Great Britain, Russia and France either to accept the silver or to pay duties in gold, in spite of the divergence of views that all appreciate the fact that to make payments in gold is a burden too heavy for China to bear. It is as if the foreign powers have shown such consideration for China, we feel it incumbent upon us to make renewed representations on the subject to the end that an arrangement which shall be both reasonable and feasible may be found."

VENICE TOTTERING.

CITY ARCHITECT WAGNER PREDICTS THE CITY'S COLLAPSE.

Prof. Wagner, the city architect, is of the opinion that practically the whole of Venice is doomed to destruction. He says that the subsoil has deteriorated and the piles and pillars are rotten and unable to stand the pressure on them. Shrinkages and sinking have been observed in the subsoil for many years, although an official commission lately declared that there was no danger from these causes. Prof. Wagner advocates the restoration of the loggia of Sansovino, but not the tower. He says that if the tower is rebuilt it should be in modern style.

The municipal council, however, has decided to rebuild the Campanile of St. Mark's, and the Sansovino Loggia. It has opened the subscription for this purpose with a vote of 500,000 lire. It is estimated that the recent collapse caused damage to the amount of four million lire (about \$800,000).

In all Venice there was no object of more historic interest than the Campanile of St. Mark's. It stood 88 metres (322 feet) in height. It was founded in 888, and restored in 1320. In 1417 a marble top was put on the old tower, and in 1517 it was crowned with the figure of an angel nearly sixteen feet in height.

THE LODGETT OR VESTIBULE on the east side of the campanile was erected by Sansovino, the famous architect, in 1540. It was once a rendezvous for the nobility, and was afterward used as a waiting-room for guards during the sessions of the council. There were bronze statues of Peace, Apollo, Mercury, and Pallas, and some reliefs on the coping that were also of Sansovino's creation. There were bronze doors that had been cast in 1575. In the interior was a Madonna and Child, with St. John in terra cotta, also by Sansovino.

THE TOWER

was always open, but no one was permitted to enter alone. A lone traveler, however, was permitted to engage a bystander to enter the tower with him. The ascent was made up a winding inclined plane that had thirty-eight bends in it. At the top was stationed a fire watchman who always carried a telescope. He had the view from the tower top embraced the whole city, the lagoon, the Alps, and part of the Adriatic.

From the tower, in the great days of the Venetian republic, the first glimpse of home-coming war vessels was seen and signaled. In 1518 there hung, halfway up the tower, a wooden cage in which prisoners were kept until they starved to death. In the olden days there were four bells sounded for different purposes. A marangola was sounded at dawn to call the laboring classes; a sextantmezzana opened the official bureaus; a troteria called the council to duty; and the bell del maleficio tolled out the requiem for those who were to be put to death. A fifth bell later was brought from Candia, and was tolled only on Ascension Day.

Consignees.

IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

S.S. "PRINCESS IRENE," of the NORDDEUTSCHE LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th instant, at 9:30 A.M., and THURSDAY, the 28th instant, at 9:30 A.M.

All Claims must reach us before the 2nd September, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD. MELCHERS & CO., Agents.

Hongkong, 20th August, 1902. [653c]

"BARKER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 20th August, 1902. [872d]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE," FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th August, 1902. [873d]

NOTICE TO CONSIGNEES.

S.S. "BENVENUE," FROM TRIESTE, FIUME, PORT SAID, ADEN, KARRACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, KARRACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"NIPON," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 27th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th instant will be subject to rent.

Bills of Lading will be countersigned by SÄNDER, WIELER & CO., Agents.

Hongkong, 20th August, 1902. [829d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship

"CANDIA,"

FROM ANTWERP, LONDON, PORT SAID,

SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 27th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th instant will be subject to rent.

Bills of Lading will be countersigned by SÄNDER, WIELER & CO., Agents.

Hongkong, 20th August, 1902. [829d]

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Bills of Lading will be countersigned by SÄNDER, WIELER & CO., Agents.

Hongkong, 20th August, 1902. [829d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship

"CANDIA,"

Intimations.

TELEPHONE NO. 196.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO., A. S. WATSON
AND CO., LTD.
祥利廣
17A, QUEEN'S ROAD.

BREWED
FURNITURE
DEALERS.
DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE
ELECTRO-PLATED,
GLASS, and
CHINA WARES
PASTEUR'S MICROBE FILTER
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH PAPER
COUNTERPANES
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUIREMENTS

PHOTOGRAPHIC
DEPARTMENT
DEVELOPING and PRINTING
UNDEARTAKEN for AMATEURS
GOOD WORK.
PROMPT RETURN

Hongkong, 8th July, 1902.

GEO. PATTON & CO
Have for Sale a large Consignment of
H. W. JOHNS & CO'S
ASBESTOCEI, SECTIONAL PIPE
COVERING, ASBESTOCEI SHEET
and PAPER for covering BOILERS and
FLUES, BULKHEADS, &c.

ASBESTOS CEMENT for BOILERS
DRUMS, HEATERS, &c.

STEAM PACKING, GASKETS and
FIRE-PROOFING MATERIALS

MODERATE COST
EFFICIENT, DURABLE

Estimates and Samples furnished on
application.

Hongkong, 30th July, 1902.

Intimation.

NOTICE.
All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per mensa, proportional.
The daily issue delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five
cents.

BIRTH.

On the 21st inst., at the Government Civil
Hospital, the wife of Acting Chief Inspector H.
G. BAKER, of a daughter.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 22, 1902.

LOCAL AND GENERAL.

MR. A. FRASER, chief officer, *Zafiro*, has
been promoted to Captain Fraser, *Zafiro*.

THREE FATAL CASES OF PLAGUE
occurred in the Colony during the past twenty-four
hours.

WASTE OF WATER.—A Chinese coolie was fined \$1 this morning for wasting water at
Yau ma ti.

DUMPING DEAD BODIES.—During the
past twenty-four hours three dead bodies were
dumped into the street.

THIEF SEVERELY PUNISHED.—A
coolie was this morning charged before Mr.
Hazelton with feloniously attempting to steal
from a European lady a gold watch and a
black beaded chain valued £4 on the 21st inst.
From the evidence of the prosecutrix, it
appears that yesterday about 7 p.m. while she
was going up to the tram station in a chair,
the defendant came running down the hill
very quickly with one hand over his head
and with the other he snatched her watch
and the chain was broken. The chair
was put down and the coolies ran
after the thief down Battery Path. On the
evidence of one of the chair coolies Mr. Hazelton
found the charge proven and sentenced the
defendant to six months' hard labour, during the
first and last fortnights prisoner to be kept in
solitary confinement, and also to receive twenty
strokes twice.

OPIUM.—A Chinaman and a Chinawoman
were each fined \$50 or two months for having
taken opium in their possession without a licence.

ALL RIGHT.—The s.s. *Zafiro* has mono-
polized the China and Manila S.S. Company's
buoy, which was varcated by the *Diamante*
yesterday afternoon.

THE PACIFIC STEAM NAVIGATION
COMPANY has perfected arrangements for a
service from Victoria to Valparaiso. The fleet
will consist of four steamers.

A GYMKHANA will be given by the Hong-
kong Polo Club, at Causeway Bay, to-morrow
(Saturday) at 5 p.m. The Band of the 2nd Royal
Welsh Fusiliers will play during the afternoon.

A CHINESE CONSTABLE disguised him-
self as a coolie yesterday, and by this means
caught six Chinese gamblers in the act of "play-
ing" in the street. Each was this morning
fined \$3.

CONSUL RUBLEE, writing from Hongkong,
says two young San Francisco salesmen have
been doing well in China. They studied the
language thoroughly before they ventured
among the oriental merchants.

MURPHY INDEED.—At the Police Court
this morning, a seaman, J. Murphy by name,
was charged with being drunk. In answer to
a query as to whether he would plead guilty or
no he said: "I don't remember." Fined \$1.

JELEBU MINING CO.—A special meeting
of the shareholders of Jelebu Mining and
Trading Company is called for Aug. 23 at noon
to authorise the directors to carry into effect
an agreement of Aug. 13 granting an option to
purchase the property of the Company.

UNLAWFUL POSSESSION.—A Chinese
trader was charged with being unlawfully
possessed of 191 piculs of rice value \$87.75
on the 21st instant at Kowloon. The evidence
for the prosecution was that the defendant was
in a boat covered with canvas and under it
there were 13 bags of rice as to the possession
of which he could not give a satisfactory
account. Mr. Hazelton fined him \$100 or 2
months. The fine was paid.

GAMBLING.—Inspector Dymond drove a
herd of eleven native gamblers before Mr.
Kemp this morning. All had been nicely
caught in a trap specially baited, the scene of
capture being a long suspected house. While
one of the gamblers was trying to make his
escape from the house he fell from the top
floor to the ground and was removed to the
Hospital. Two of the others were fined \$50
and the remainder were let off for \$3.

BY KIND PERMISSION of Lieut.-Col.
Birdwood and Officers, the Band of the 10th
Bombay Light Infantry will play at Hongkong
Hotel to-morrow (Saturday) evening, from 8
to 9.30 p.m.

"PROGRAMME."
1. March "Mandarin" Souza.
2. Intermezzo "Cavalleria Rusticana" Mascagni.
3. Selection "French Maid" Slaughter.
4. Waltz "Sobe la Ola" Rose.
5. Song "Promises of life" Cowen.
6. Yule "Gondoliers" Sullivan.
"God save the King."

LARCENY.—The Chinaman, charged with
breaking into Nethersol Hospital on the 15th
inst., was again brought up for trial at the Police
Court, this morning. Evidence showed that a
medical student reported to the police that his
room was broken into and clothing to the value of \$20 was stolen. This put the police on the alert
and they caught the prisoner pawned some of
the stolen goods. He pleaded not guilty; but
it availed him not, the penalty being one
month's hard labour. In connection with this
case a Chinawoman was sentenced to three
months' hard labour for receiving stolen
property.—*S. F. Chronicle*.

G. GIRALDT: for Best FRENCH BREAD,
WINE, LIQUEURS,
BEER, and SPIRIT.

G. GIRALDT: for the Best assortment of
GENERAL GROCERIES
PROVISION and BAKER.

QUEEN'S MINES, LIMITED.

WOUND UP.

An Extraordinary General Meeting of
Queen's Mines, Limited, was this forenoon
held at the offices of the Company, 38 and 40
Queen's Road Central, for the purpose of sub-
mitting to the shareholders for confirmation,
the following resolution, passed at an
Extraordinary General Meeting of the Com-
pany held on the 5th instant:—"That
the Company be wound up voluntarily,
and that Arthur Rylands Lowe, of Victoria,
in the Colony of Hongkong, Chartered Ac-
countant, be, and he is hereby appointed
Liquidator for the purpose of such winding up."

Those present were Messrs. Hart Buck
(Chairman), J. A. Jupp, A. H. Mancell, W. D.
Sutton, A. P. Nobbs, Lau Chu Pak, Wong
Man Lam and J. L. Cotter.

The Chairman said:—"Gentlemen, I do not
think there is anything I can add to what I
have already told you at the last meeting and
unless any shareholder has any remarks or
suggestions to make I will simply put the
Resolution to you."

Mr. Lau Chu Pak seconded, and the resolu-
tion was carried unanimously.

OLIVERS FREEHOLD MINES,
LIMITED.

WOUND UP.

An Extraordinary General Meeting of the
above Company was held at the offices of the
Company, 38 and 40, Queen's Road Central, at
noon to-day, when the Resolution, which was
passed at an Extraordinary General Meeting of
the Company held on Tuesday, 5th August,
was submitted for confirmation as a Special
Resolution, namely:—

"That the Company be wound up voluntary-
ly, and that Arthur Rylands Lowe, of Victoria,
in the Colony of Hongkong, Chartered Ac-
countant, be, and he is hereby appointed Li-
quidator for the purpose of such winding up."

Those present were Messrs. Hart Buck
(Chairman), A. H. Mancell, Lau Chu Pak, J.
A. Jupp, W. D. Sutton, A. P. Nobbs, Wong
Man Lam and J. L. Cotter.

The President said:—"Gentlemen, at our last
meeting, I think I explained to you fully the
reasons we have for making the proposal to go
into liquidation and I do not think it neces-
sary to waste your time into going over them
again. If, however, any shareholder wishes
for any further information, before I put the
resolution to the meeting, I shall be pleased
to give it."

No questions being asked the resolution was
put to the meeting.

Mr. A. H. Mancell seconded.

Carried unanimously.

VERANDAS IN HONGKONG.

In the architects' reports on the new Public
Health Bill a recommendation is made that
section 135 relating to verandahs be deleted.
This section, they state, means the total aboli-
tion of verandahs over Crown land in future,
and the gradual disappearance, through decay
and fire, of all existing verandahs. In place of
discouraging the erection of verandahs and
balconies every inducement should be offered
to erect them; and it would be conducive
to good sanitation if verandahs and balconies
in certain classes of houses were made
compulsory. Nothing encourages the Chinese
so much to have large windows, and to keep them open, as verandahs or balconies;

these interfere very little with the ventilation
of streets, and afford a space in which women
and children can sit in the open air with a
certain amount of privacy, which is a great
consideration with the Chinese. Verandahs
are concessions over Crown land, that is to
say over public land, but there is no reason
why this section should be applied to private
streets. Even should verandahs and balconies
be prohibited, surely areas need not; they do
not obstruct the footway, or exclude light and
air from the street, but provide extra ventilation
and light for the building.

THE REMEDY
will, we think, be found by the alteration of the
Bill as suggested by us, a systematic widening
of streets, and cutting of back lanes block by
block, as the financial condition of the Colony
will permit, and by proper compensation
clauses, made on the general principle that
whatever an owner is in any way injured or
the value of land held under lease from the
Crown reduced, full and fair compensation will
be paid. The funds for compensation should
be provided by raising a loan, the repayment
of which should extend over a period of say 10
years, thus placing the rate-payers of the Colony
on the same footing as those at home.

We are of opinion that if this Bill were pre-
sented, before any Private Bill Committee
(Lords or Commons), in the Houses of Parliament,
by any Municipal Body or Local Govern-
ment Authority, it would be thrown out simply
on account of the absence of any Compensation
Clause.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Lao*) 26th inst.
American (*Peris*) 26th inst.

Indian (*Arratoon Apas*) 28th inst.

English (*Bengal*) 30th inst.

Australian (*Eastern*) 1st prox.

Australian (*Chingtao*) 1st prox.

Canadian (*Tartar*) 5th prox.

American (*Coptic*) 6th prox.

Canadian (*Empress of Japan*) 8th prox.

American (*America Maria*) 13th prox.

Canadian (*Empress of China*) 30th prox.

The D. S. & Co.'s steamer *Arriston Apas*
from Calcutta, left Singapore for this port to day

22nd inst.

The O. S. S. Co.'s steamer *Dioned*, left
Singapore on the 21st inst., and is expected
here on the 26th inst.

The C. N. Co.'s steamer *Chingtao* left Thurs-
day Island on the 21st inst., direct for this port
and is due here on the 1st prox.

The M. Co.'s steamer *Lao* with the next

French Mail, will leave Saigon to-morrow the
23rd inst. at 6 a.m. for this port.

The P. M. S. Co.'s steamer *Coptic* with
mails &c. left San Francisco for this port via
Honolulu, Yokohama, Inland Sea, Kobe, Nag-
asaki and Shanghai, on the 16th inst.

The P. M. S. Co.'s steamer *America Maru*
with mails &c. left San Francisco for this port
via Honolulu, Yokohama, Inland Sea, Kobe, Nag-
asaki and Shanghai, on the 16th inst.

It is difficult to imagine why the Public Gar-
dens, and lands in the occupation of the Mil-
itary, are included in a "Chinese" area.

G. GIRALDT: for the Best assortment of
GENERAL GROCERIES
PROVISION and BAKER.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(From Our Own Correspondent.)

Trouble in Soudan.

It is learnt on the authority of the *St. James' Gazette* that trouble is brewing in Soudan. The Governor of Kordofan is hasty returning from his holiday. An expedition is preparing with all speed in order to meet the emergency.

(Reuters.)

Return of the Hongkong Troops.

LONDON, August 19th.
The Hongkong Coronation Troops have sailed, via the United States of America.

The Boer Generals in Holland.

Though the welcome accorded to the Boer Generals at Rotterdam and the Hague was cordial, the crowds were unexpectedly small and showed little enthusiasm.

The Anti-Clerical Measures in France.

The execution of the expulsion decrees in France has been completed.

THE STANDARD OIL COMPANY.

ORDERS TO BRITISH SHIP-BUILDING YARDS

A Philadelphia despatch authoritatively states that the Standard Oil Co. will build in England a fleet of twelve huge steamships of the proportions of the *Kennebeek*, which has a capacity of 2,000,000 gallons of refined oil in cases.

The undertaking, which involves the expenditure of millions of dollars, is taken

as an indication of the intention of the big corporation to fill the orders of the

orient with oil shipped in its own

vessels. Twelve craft like the *Kennebeek*,

calculating that each could make two trips a

year, would be able to land 480,000,000 gallons

of oil in China and Japan every twelve months,

and this amount would be about one-eighth of

the total export of that product annually to

foreign ports from Philadelphia. Just what

such an undertaking would mean to the

countless deep-water sailing-ships, that calculate on

getting oil cargoes out to the far east, is

problematical, but it is believed that they

would be obliged to seek business in other

channels, because conditions at present point

to a recurrence of what took place in the

European oil trade.

At one time hundreds of sailing-ships found lucrative employment in the European oil trade,

carrying the product in barrels at a freight

rarely under four shillings. The Standard

built tank-ships, and now absolutely controls

the output of oil to Europe. Philadelphia

exports to Europe and the far east 300,000,000 to

360,000,000 gallons of oil annually and upward

of two-thirds of this amount is now carried in

ships owned and operated by the Standard Oil

Co. Its fleet of sailing-ships for the Chinese

and Japanese trade is also being increased

rapidly.

THE PROGRESS OF CHINA.

Much has been said about the increase of traffic in the East. To use as an illustration what has occurred in Japan. Twenty years ago the foreign trade of Japan was not to exceed \$1 per capita of the population. To-day this trade is equal to \$6 or \$7 per capita of its population. Twenty years ago it amounted to about \$10,000,000 and to-day it amounts to about \$150,000,000. In 1890 the entire foreign trade with China amounted to about 90 cents per capita. With a good stable government which will protect the Chinaman in the fruits of his own labor and enterprise, there is no reason why the Chinese trade should not increase as rapidly as that of Japan has increased. The Chinaman is the better merchant of the two. This is, indeed, a trade worth striving for.

MANILA HARBOUR IMPROVEMENTS.

Harbour improvements, comprise the dredging of that portion of Manila Harbour at the mouth of Pasig river, 4,500 feet wide by 80 feet in length; in other words, the removal of over 5,000,000 cubic yards of material the building of 8,000 feet of stone breakwater, the top of which will be finished with a capping of concrete; the building of 4,500 feet of rough stone with no finish along the front of the walled city, following the contour of the famous Malacca drive.

Three contracts in number, aggregating about \$3,000,000, were awarded. That of the improvement of the harbour comprises two

amounting to \$2,500,000, while the

smaller one is for \$500,000.

The work is for the construction

of a small fort located at Langlo Point in

the *Walled City* at Cavite. The

work there is the building of Mammoth

principals bunkers, for which 4,500 tons of

steel, 4,500 piles, 50,000 feet of

50% 50,000 barrels of cement and a large

amount of rock from the quarries will be used.

The preliminaries for this work, before a

yard of rock can be laid or a foot of earth

dredged, are full-sized contracts in themselves.

First the company has established headquarters at Manila, near which are the company's shipyards. Here will be built a fleet of a dozen

schoons and a steel launch which will be used to tow the stone from the quarries across the bay.

These barges will be shipped from the United States and put together at the yard. It will be a

suction dredge built of steel.

COTTAM & CO. FOR SUN HATS.

COTTAM & CO. FOR PANAMA HATS.

THE QUESTION OF FRENCH DESIGNS ON MACAO.

The following is translated from the Portuguese newspaper *O Patriota*.

This question has recently received the attention of our contemporaries in this colony, above all the *Hongkong Telegraph* which, in its issue of the 6th inst., did not doubt to express its apprehensions in a leading article. It invited at the same time the attention of its Government to the expansion of French influence in South China and to the efforts to establish a naval and military sanatorium at Macao, by endeavouring to this end to acquire, in the first instance, the Boa Vista Hotel from Capt. W. E. Clarke, and subsequently *Villa Branca*, the property of a high public official.

Our enlightened contemporary further states that the French, seeing that their attempts have proved abortive, had recourse to their missionaries, and took advantage of an additional clause in the Convention with China of 1860, (by which missionaries are enabled to acquire, by purchase or lease, land in any part of China to erect buildings thereon), to buy a piece of ground through a missionary named Lo, in Cou-sa, in the district of Heung-shan, close to Porto da Cero.

Our contemporary sees, in all this, bad intentions on the part of the French Government and did not doubt to recommend openly to its Government the greatest vigilance on the movement of French gunboats to check not only the expansion of French influence in South China but also that Macao may not be annexed by France, having regard to the fact that Portugal, as a friendly nation and an ally of England, has no fleet of her own nor military resources sufficient to repel a foreign invasion.

Putting aside the rivalries of Great Britain who, for her own interests, must always be on her guard and full of precautions, we do not agree with our contemporary, the *Hongkong Telegraph*, when it thinks that the French desire to have a sanatorium at Macao as a strategic base for the purposes of their colonial expansion and to serve them, so to say, as a foothold for her complete control over South China. What surprises us is that our contemporary should think this, when unfortunately many Portuguese hold the same view and even our Government in spite of official declarations of the French Government through the medium of its representatives at Canton and Macao to Consulor Governor Horta e Costa.

We know from a good source that M. Hardouin, Consul for France at Canton, was perfectly correct in his procedure with the Government of Macao, to whom he communicated frankly and without reserve the intention which the Governor-General of Indo-China, Mr. Doumer, had of establishing a sanatorium at Macao simply for the convalescence of civil and military officials who may be attacked by malaria and for whom a change is necessary. Moreover, the French Consul said that the choice of Macao was determined by its good sanitary conditions, generally known in the East, and for its being more convenient and less expensive for the Republic to send the convalescents to Macao than to have to send them back to France or to the French sanatorium in Japan. The French Consul further stated that the establishment would be subject to Portuguese laws and under the direct control of Portuguese doctors who would receive salaries for their services; and, lastly, he desired to know if the Portuguese Government would oppose the scheme.

Governor Horta e Costa found the project so reasonable and practicable that he answered that, on his part, there was no reason for objection and that he hoped the Government of the metropolis, to whom he was going to telegraph on the subject, would accede with good grace to the wishes of M. Doumer. The reply was delayed and, during the interval, it seemed that, for the better assurance of the Portuguese Government the Consular Agent for France at Macao confirmed in writing the intentions of the French Government, ratifying obedience to the laws of the country and assuring that the projected sanatorium would not possess any semblance of an official institution.

After the lapse of some fifteen days there was published in the *Boletim Oficial* the proclamation decreeing the expropriation of the Boa Vista Hotel and all the buildings comprised within the area from the hotel to the summer-house called "Santa Sancha," the property of an Englishman, Mr. Herbert Dent, of Canton. By the proclamation, Mr. Hardouin and all those who had knowledge of the negotiations became aware of the decision of the Home Government in their attitude and silence.

To those quick of apprehension a gentle hint suffices. Once that loyalty is not reciprocated with loyalty; once that our Government resorts to law to frustrate the end of the French Government, by means of expropriation, it was not to be wondered that the latter also resorted to law to push forward its purpose, the more so when the number of the convalescents was large and who could not remain in the insalubrious territories of Indo-China. The French, therefore, tried, in the name of Dr. Mesny, to buy "Villa Branca" from Dr. Gomes da Silva. The agreement for sale and purchase would have been completed if it had not been for the silliness of the treasury employees through whom the provincial government came to be possessed of the knowledge of the affair, and the use of moral pressure on the owner. The result of the action was that the vendor went to the would-be purchaser and stated to him that, as the sale was not yet legally completed, he was in time to alter his decision and not sell his property. And the French, the *Hongkong Telegraph* now says, convinced of the impracticability of acquiring a property in Macao, bought a site in Cou-sa near the boundary of

Macao and as we know for a fact the French did purchase the ground for \$1,000. No one can suppose that the French ignore the right they have of acquiring any property in Macao. Not only does Portuguese civil right enable them to do so, but also by treaty of Friendship and Commerce between France and Portugal. It is true that the schemes for the purchase of the Boa Vista Hotel was nullified because our Government decreed its resumption, so also was the purchase of "Villa Branca" invalidated because the owner declined to execute the deed owing to the fact of his being a civil servant and thought he should not act contrary to the wishes of his Government. But let us imagine that there is made a third effort and that this time the property is that of a citizen not being a military officer or civil servant, and consequently not subject to official control. What will our Government do? Prevent the sale? Impossible. Decree another expropriation? It may do that; but it can resume sites once or twice; or it may have to resue the whole of Macao, because no one will decline to sell his property to the French for a high price; or it will have an open rupture with France for an attempt to infringe the rights of one of her subjects and for a breach of one of the clauses of the Luso-Franco treaty which permits the subjects of both nations to acquire land or buildings in Portuguese and French territories. And it is well to state that it is not absolutely necessary that the deed for sale and purchase be made by the officials of Macao. In any country of the world can a house situate at Macao be bought or sold, according to the laws and formalities of this country, or through the medium of our Consuls, who are, for this purpose, the proper registrars. The deeds of assignment can afterwards be registered in the Land Registry, by the prepayment of the fees for registration.

They are mistaken, who believe the French are disconcerted in this matter. What they wish to avoid is that the Portuguese Government should attribute to them secret intentions which they do not and never did entertain, and for this reason they desisted from the idea of establishing a sanatorium at Macao; but in the neighbourhood of Macao, in a healthy place, they do not abandon the idea, since they cannot put aside the scheme for such an establishment which is of absolute necessity for their convalescents for reasons above mentioned.

We do not understand, we frankly admit, the ground for so unjust and imprudent an opposition from our Government. Why this fear when the French declared that they would subject themselves to our laws and would not even disembark at Macao any patient who could convey infection or epidemic to the Colony? Are not, then, sanatoriums in existence in all parts of the world, even in our own Colony of Madeira, and in Macao where a French hospital existed until after the second quarter of the past century? Up to to-day it is seen printed in the *Didot Bottin Commercial Directory* for 1902, in the section relating to Macao, the existence of this French hospital, it being certain that from time to time the Post Office at Macao still receives letters, printed matter and circulars with the following address:—"Monsieur Mesnier, directeur de l'hôpital français de Macao."

[This argument proves rather the necessity for up-to-dateness on the part of the publishers of the *Commercial Directory* than the actual existence of any French hospital at Macao at this time.—Ed. H.K.T.]

If France wanted to be mistress of Macao it would not be the existence of the sanatorium that will justify her violence. Therefore, the fear manifested by our Government is puerile and groundless, which had no other effect than to hurt the susceptibilities of the French Government with whom we are in good relations, and to drive from our Colony an element of prosperity, because as M. Hardouin rightly said, the sanatorium would have brought about a great activity in the passenger traffic, the regular visits of French gunboats to this port, an increase in the local consumption of commodities and the development of many industries. We have already heard the criticisms of anti-patriots against those who do not fall in with the view to oppose the establishment of the French sanatorium. We defy the *soi-disant* patriots to prove wherein lies the anti-patriotism. We do not belong to the class of those who bend before the *ipse dixit magister*, when our belief affirms us in the opposite opinion. Let us be shown the reason why a citizen has not the right to establish an hotel or a house to receive his convalescent friends exclusively whether they be of one or more nationalities. So long as they pay the respective license and subject themselves to the administrative regulations, we believe that all can put up an establishment for whatever purpose not being repugnant to the law and public morality, notwithstanding that it is of the most strange description possible. In proof that the design of M. Doumer was just and legal, our Government never ventured to state to him that it was otherwise, but just tried to hinder, by all possible means, the realization of the project, without manifest violation of right, it is true, and that it succeeded in doing, due to the circumstances of the occasion. This is what we profoundly and sincerely deplore as patriots who wish for the prosperity of his country.

[The above is unmistakably the vindication referred to in our Macao Correspondent's letter of the 17th inst., in which he writes:—

"I have it on good authority that a vindication of the French action to secure a foothold at Macao, by a prominent gentleman here and who by virtue of his official position should be expected to hold his brief for the French Government, will soon appear in a Portuguese newspaper. The defence is that there is no law prohibiting the French from putting up a sanatorium here. The precedence

that the existence of one during the second Chinaman War was tolerated, is mentioned to justify the endeavour to seek a similar privilege at the present time. The building then made use of the French hospital is still standing and is the identical one previously occupied by the British Superintendence of Trade in the old days previous to its removal, after the cession of Hongkong, by Sir Henry Pottinger in February, 1842. By a strange coincidence, on the extensive grounds and garden attached to the old hospital is now erected the house occupied by the present representative of France in this colony. The premises adjoin the Joint Telegraph Companies' offices. Circumstances and conditions existing in the '50's and which are now subjects of history, are absent to-day. There are times when it might suit even a nation, as it does individuals, to blink at international breaches. *Tempora mutantur, et nos mutamur in ipsis* is a trite saying most applicable to the question that has occupied so much public attention of late.—Ed. H.K.T.]

From the *Daily Press*.
The following paragraph appears in to-day's issue of our morning contemporary:—

"In our Portuguese contemporary *O Patriota* we notice a letter signed "B"—this is the initial, by the way, of the consular agent for France at Macao—on the subject of French designs on China. The writer thinks that the Portuguese Government did wrongly in preventing the sale of the Boa Vista Hotel to France, and that too much has been made of the affair. Incidentally, "B" in citing the *Hongkong Telegraph* was considerably the first to call attention to the Boa Vista affair and its sequels.

From the *Daily Press*.

THE GOVERNOR OF THE PHILIPPINES.

By the German mail steamer on the 14th inst. there arrived in Singapore a most distinguished visitor in the Hon. W. H. Taft, Governor of the Philippine Islands.

The *Princess Irene* was not alongside until about 5 p.m., but as soon as she had tied up, the U. S. acting Consul for Singapore, Mr. Davidson, went on board to welcome Governor Taft. Mr. Bosanquet represented His Excellency and several local prominent American gentlemen were present to greet their distinguished countryman, and so also was the Assistant Executive Secretary to the Philippines Civil Commission, Mr. F. Heiskell, who arrived here in the U. S. gunboat *General Alava* to meet his chief.

Governor Taft landed in the evening and drove to Raffles Hotel, where he was entertained to dinner privately by several of the leading American citizens who had been requested in so do by the Mayor of Manila.

On the 15th inst., a representative of the *Singapore Free Press* saw Governor Taft at the Raffles Hotel and was fortunate in obtaining some interesting information regarding certain prominent subjects.

THE MISSION TO THE VATICAN.

Is a subject about which Governor Taft can say a great deal, but in view of the Friar's question being *sic* *judice*, it may be naturally inferred that he would not care to say much.

However, in view of the various reports as to the success or failure of his mission, Governor Taft stated authoritatively that no decision has been arrived at at Rome, but the negotiations there were more of a preliminary nature than anything else. The only actual result was that an Apostolic delegate to the Philippines is to be appointed who will proceed to the Island in a reasonably short time and as the result of his investigations there and consequent recommendations to the Vatican a settlement of the troublesome question may be confidently expected.

THE GOVERNMENT OF THE PHILIPPINES.

Is purely a Civil one at the present time, said Governor Taft, the pacification of the Filipinos is practically complete and the Islands are free from the military *Régime*. The Civil Commission as a governing

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OUTWARDS.

FROM	STEAMERS.	26th August, 1902.
GLASGOW and LIVERPOOL	" DIOMED "	26th August, 1902.
"	" JASON "	3rd September, "
"	" NESTOR "	13th "
"	" MACHAON "	18th "
"	" KAISOW "	18th "
"	" ACHILLES "	25th "

HOMEWARDS.

FOR LONDON.

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	20th Sept., 1902.
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BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

CHINA NAVIGATION CO., LIMITED.

STEAMERS

TO SAIL

PORT DARWIN, THURSDAY 15.	TSINAN	3rd instant, at 4 P.M.
COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, and ADELAIDE.	" SHANSI "	15th instant
NAGASAKI and KOREA.	" KWELIN "	26th instant
CHIPOO and NEWCHWANG.	" SUNGKIAH "	27th instant
MANILA.	" NANCHANG "	29th instant.

WEI-HAI-WEI and TIENTSIN. The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for New Zealand Ports.

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and

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Calling at SHANGHAI, NAGARAKI, MOJI, KOREA, and YOKOHAMA.

" INDRASAMHA "	Sept. 13.
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Through Bills of Lading to all Eastern, Canadian and United States Ports.	14th instant.
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PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS

Destinations	Steamers	Captains	Sailing Dates
FOR TAMSUI	" DAIGI MARU "	T. Kiano	SUNDAY, 24th August.
FOR FOOCHOW	" ANPING MARU "	J. Goto	WEDNESDAY, 27th August.
FOR TAMSUI	" DAIJIN MARU "	T. Ogata	SUNDAY, 31st August.
FOR ANPING	" MAIDZURU MARU "	T. Saito	WEDNESDAY, 3rd September.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 3, Des Vaux Road Central.

T. ARIMA,
Manager.

1379c

Hongkong, 20th August, 1902.

CHINA NAVIGATION CO., LTD.

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NEXT SAILINGS.

" TSINAI " leaves on 23rd August.

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PROPOSED SAILINGS FROM HONGKONG.

" LENNOX " About 25th Aug.

" HEATHBURN " 6th Sept.

" AFRIDI " 27th Sept.

" HILLGLEN " 27th Sept.

" RICHMOND CASTLE " 11th Oct.

" LOTHIAN " To follow.

" LOWTHER CASTLE " To follow.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

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Hongkong, 20th August, 1902.

" BEN " LINE OF STEAMERS,

FOR GENOA, LONDON AND ANTWERP VIA SUEZ CANAL

THE Steamship

" BENVORLICH "

Captain R. W. Thomson, will be despatched as above on or about THURSDAY, the 28th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

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Hongkong, 18th August, 1902.

[166d]

" GLEN " LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

" GLENROY "

Captain Selby will be despatched as above on SATURDAY, the 13th September.

For Freight, apply to

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 20th August, 1902.

[166d]

Shipping.

STEAMERS.

FOR SINGAPORE, SAMARANG AND SURABAYA.

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" BABELSBERG," Captain Reckmann, will be despatched above TO-MORROW, the 23rd instant, at Noon.

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EAST ASIATIC TRADING CO.

Hongkong, 22nd August, 1902. [166d]

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" THALES," Captain Robson, will be despatched for the above Port on SUNDAY, the 24th instant, at Daylight.

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THE Company's well-known Steamship

" ROSETTA MARU," 3,875 Tons,

Captain Tat, will be despatched hence for MANILA, on SATURDAY, the 30th instant, at Noon.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed.

Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to

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Prince's Buildings, Ice House Street.

Hongkong, 21st August, 1902. [171d]

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" ROSETTA MARU," 3,8

Post Office.

A Mail will close—
For Canton—Per *Hankow*, to-morrow, the 23rd instant, at 7.30 A.M.
For Singapore, Samarang and Sourabaya—Per *Babelsberg*, to-morrow, the 23rd instant, at 11 A.M.
For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Tacoma*, to-morrow, the 23rd instant, at 11 A.M.
For Shanghai and Chinkiang—Per *Kewloon*, to-morrow, the 23rd instant, at 11 A.M.
For Macao—Per *Keungshan*, to-morrow, the 23rd instant, at 11 A.M.
For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne and Adelaide—Per *Taian*, to-morrow, the 23rd instant, at 3 P.M.
For Nagasaki and Kobe—Per *Shansi*, to-morrow, the 23rd instant, at 3 P.M.
For Swatow—Per *Thale*, to-morrow, the 23rd instant, at 5 P.M.
For Swatow, Amoy and Tamsui—Per *Daiji Maru*, to-morrow, the 23rd instant, at 5 P.M.
For Kuchuck and Samudi—Per *Tung Kong*, on Sunday, the 24th instant, at 9 A.M.
For Canton—Per *Towon*, on Sunday, the 24th instant, at 9 A.M.
For Europe, &c., India, via Tuticorin—Per *Polyester*, on Monday, the 25th instant, at 11 A.M.
For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle—Per *Riojan Maru*, Monday, the 25th instant, at 3 P.M.
For Manila—Per *Rubi*, on Tuesday, the 26th instant, at 3 P.M.
For Manila—Per *Zafiro*, on Tuesday, the 26th instant, at 3 P.M.
For Chefoo and Newchwang—Per *Kweiulin*, on Tuesday, the 26th instant, at 4 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, on Wednesday, the 27th instant, at 11 A.M.
For Manila—Per *Sungkang*, on Wednesday, the 27th instant, at 4 P.M.
For Wei-hai-wei and Tientsin—Per *Nanchang*, on Thursday, the 28th instant, at 4 P.M.
For Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kaituna Maru*, on Saturday, the 30th instant, at 11 A.M.
For Europe, &c., India, via Tuticorin—Per *Chuna*, on Saturday, the 30th instant, at 11 A.M.
For Europe, &c., India, via Tuticorin—Per *Kong Albert*, on Thursday, the 4th Sept., at 11 A.M.
For Singapore—Per *Banca*, on Friday, the 5th Sept., at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tarjar*, on Wednesday, the 10th Sept., at 11 A.M.

VEHICLES IN PORT.

Steamers.

ARNOLD LUVKEN, German steamer, 1,074, G. Puyen, 14th Aug.—Saigon 10th Aug., Rice—Chinese.
BENLARIG, British steamer, 1,452, R. Krobbe, 20th Aug., Moji 13th Aug., Coals—Gibb, Livingston & Co.
BENVENUE, British steamer, 1,467, A. Webster, 20th Aug.—London 7th July, General—Gibb, Livingston & Co.
BJORN, Norwegian steamer, 722, A. N. Christensen, 16th Aug.—Iloilo 11th August, Sugar—Carlowitz & Co.
BRAEMAR, British steamer, 2,316, Wm. Watt, 12th July—Shanghai 8th July, General—Dowdell & Co., Ltd.
BRUNHILDE, German steamer, 872, Tunge, 13th Aug.—Samarang 9th Aug., Sugar—Order.
BUEN VIAJE, American steamer, 273, M. Roco, 8th July—Manila 4th July, Ballast—J. M. Bass.
CHANGSHA, British steamer, 1,463, T. Moore, 16th August—Australia 19th July, General—Butterfield & Swire.
CHOWFA, German steamer, 1,055, J. Kohler, 14th Aug.—Bangkok 8th Aug., Rice and Timber—Butterfield & Swire.
CHOWTAI, German steamer, 1,115, H. Texier, 20th Aug.—Koh-si-chang 14th August, General—Butterfield & Swire.
CROWN OF ARRAGON, British steamer, 1,474, G. Dorward, 18th Aug.—Foochow 16th Aug., Tea—Gibb, Livingston & Co.
DAIJI MARU, Japanese steamer, 846, T. Kitano, 21st Aug.—Tamsui via Amoy and Swatow 20th Aug., General—Mitsui-Bussan Kaisha.
DOMINGO DE LARRINGA, British steamer, 2,651, H. Hudson, 11th Aug.—Sydney 19th July, Coal—Dowdell & Co., Ltd.
EMPEROR OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 10th Aug., Vancouver 28th July, and Shanghai 16th Aug., Mails and General—C. P. R. Co.
HERMANN MENZEL, German steamer, 1,035, H. H. Schut, 20th Aug.—Swatow 19th Aug., Ballast—E. A. Trading Co.
HONG MOH, British steamer, 2,555, W. Dawson, 9th Aug.—Singapore 3rd Aug., General—Chinese.
KOWLOON, German steamer, 1,487, H. Stehr, 21st Aug.—Canton 20th Aug., General—Siemens & Co.
LISA, Swedish steamer, 198, H. Horn Dahl, 20th Aug.—Moji 13th Aug., Coals—Order.
LOWTHER CASTLE, British steamer, 5,000, P. Watson, 20th Aug.—Manila 17th Aug., General—Dowdell & Co., Ltd.
MARIE JEBSEN, German steamer, 1,771, P. Hemmet, 22nd July—Samarang 11th July, Sugar—Jebsen & Co.
NIPPON, Austrian steamer, 6,800, G. Klansberger, 20th Aug.—Trieste 25th June, General—Sander, Wieler & Co.
NIPPON MARU, Japanese steamer, 3,437, W. W. Greene, 21st Aug.—San Francisco 24th July—Honolulu 1st, Yokohama 11th Aug., Kobe 14th, Nagasaki 16th, and Woosung 10th Mails and General—P. M. S. S. Co.
PARSHAN, British steamer, 1,235, J. Reid, 26th May—Saigon 24th May, Rice—Bradley & Co.
PAK, Belgian steamer, 1,210, R. Rankin, 3rd Aug.—Saigon 29th July, General—Melchers & Co.
PHRA CHULAHOM KLAO, German steamer, 1,015, F. Bohn, 17th Aug.—Bangkok 9th Aug., Rice and Wood—Melchers & Co.
QUARTA, German steamer, 1,416, Johanssen, 18th Aug.—Bangkok 11th Aug., Rice—Tung Kee & Co.
RIUJIN MARU, Japanese steamer, 2,970, N. Ohio, 16th Aug.—Shanghai 13th Aug., General—Nippon Yulen Kaisha.
RUYI, British steamer, 1,611, R. W. Almond, 10th Aug.—Manila 16th August, General—Shewan, Tones & Co.
SABINE RICKMERS, British steamer, 660, J. R. Nasbet, R.N.R., 16th July—Canton 15th July, General—Arnhold, Karberg & Co.
SENECA, British steamer, 1,641, Beynon, 21st Aug.—Yokohama 9th Aug., and Shanghai 17th, General—Standard Oil Co.
SHAKANO MARU, Japanese steamer, 2,220, Fujii, 21st June—Moji 14th June, Coal—Dowdell & Co., Ltd.
SHERARD OSBORN, British steamer, 876, R. H. Dunnall, 21st Aug.—Amoy 10th Aug., Telegraph Cable—E. E. Telegraph Co.
SKYL, Norwegian steamer, 914, A. Bermon, 16th Aug.—Bangkok 9th Aug., Rice—Sieng Kee Mengsoon.
SUNGKANG, British steamer, 1,021, A. W. Outerbridge, 17th Aug.—Cebu 12th Aug., General—Butterfield & Swire.

TACONA, American steamer, 1,689, A. Dixon, 7th Aug.—Tacoma via Ports 11th July, General—Dowdell & Co., Ltd.

THALES, British steamer, 820, C. J. Robson, 21st Aug.—Swatow 20th Aug., General—Douglas, Lapraik & Co.
THEODOR WILLE, German steamer, 3,366, H. Mayerhofer, 16th Aug.—Samarang 6th August, Sugar—Jobson & Co.
TORDENSKJOLD, Norwegian steamer, 738, L. Brunn, 17th Aug.—Bangkok 10th Aug., Rice—Sander, Wieler & Co.
TIRROS, German steamer, 1,930, II. Clausen, 19th Aug.—Samarang 10th Aug., Sugar—Siemssen & Co.
TSINAN, British steamer, 1,460, C. Lindbergh, 19th Aug.—Japan 14th Aug., General—Hutterfeld & Swire.
TSURUGISAN MARU, Japanese steamer, 2,559, J. Narasaki, 10th Aug.—Moji 13th Aug., Coal and Cement—Mitsui Dusian Kaisha.

V. DE LA RAMA, American steamer, 650, Francisco Luchi, 23rd Aug.—Manila 29th July, Sugar—Order.
VIKSA, British steamer, 1,235, Bowker, 14th Aug.—Moji 8th Aug., Coal—Jardine, Matheson & Co.
ZAFIRO, British steamer, 1,610, A. Ramsay, 11th July—Manila 8th July, General—Shewan, Tones & Co.
ZIRIN, Austrian steamer, 2,103, G. Randic, 10th Aug.—Moji 3rd Aug., Coal—Order.

SAILING VESSELS.

ADOLPH ORRIG, American barque, 1,406, S. Amesbury, 30th May—New York 16th Jan., Petroleum—Meyer & Co.
ALLAS, American ship, 1,352, Mc Kay, 14th July—New York 23rd Mar., Kerosine—Standard Oil Co.
GROSVENOR, British barque, 1,160, Bogie, 14th June—Mauritius 16th January, Coal—Abdo & Co.
HAMBURO, British barque, 1,469, Caldwell, 19th July—Siemssen & Co.
KELAT, British ship, 1,822, John Huges, 23rd July—New York 3rd April, Kerosine—Standard Oil Co.
KRIEMLING, Norwegian ship, 995, Iversen, 12th July—Carnavon (W.A.) 10th May, Sandal Wood—Sander, Wieler & Co.
LUZON, American barque, 1,339, Park, 19th August—Newcastle 17th June, Coal—Master.
VALE OF DOON, British barque, 669, Petersen, 1st July—Saider, Wieler & Co.
WILLSCOTT, American barque, 1,805, C. H. Macloone, 8th Aug.—New York 22nd April, Standard Oil Co.

SWATOW WEEKLY SHIPPING REPORT.

(August 16th, 1902.)

ARRIVALS.

Vessels. Where from. Agents.

Aug. 10 Mexican Prince Hongkong L. & H.
11 Kowloon Hongkong L. & H.
12 Shantung Foo & Newchwang M. & Co.
13 Esmeralda Hongkong B. & Co.
14 Fungshang Amoy & Shanghai C. M. & Co.
15 Dalgit Maru Amoy J. M. & Co.
16 Fausano Coo & Newchwang B. & Co.
17 Shilian Amoy J. M. & Co.
18 Huching Amoy J. M. & Co.
19 Talaian Amoy J. M. & Co.
20 Whampoa Shanghai & Amoy B. & Co.
21 Hangchow Hongkong B. & S.
22 Loosok B. & S.
23 Thailei J. M. & Co.
24 Rajin Maru Amoy J. M. & Co.
25 Tsinan Hongkong B. & Co.
26 Antong Maru Amoy J. M. & Co.
27 Melakura Maru Amoy J. M. & Co.
28 Tsinanachus Hongkong & Shanghai B. & Co.
29 Huching Amoy J. M. & Co.
30 Huching Hongkong & Canton B. & Co.
31 Whampoa Hongkong J. M. & Co.
32 Hangchow Hongkong B. & S.
33 Shilian Hongkong B. & S.
34 Talaian Singapore & Hongkong B. & S.
35 Tsinan Hongkong & Amoy B. & S.
36 Tsinanachus Hongkong & Canton B. & Co.
37 Elsang Hongkong J. M. & Co.
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41 Hangchow Shanghai B. & S.
42 Whampoa Hongkong & Canton B. & S.
43 Huching Shanghai B. & S.
44 Antong Maru Hongkong B. & S.
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R. G. HECKFORD,
MANAGER.

July 16th.